

DEPARTMENT OF THE ARMY U.S. ARMY ABERDEEN PROVING GROUND ABERDEEN PROVING GROUND, MARYLAND 21005-5001

23 FEB 2005

AMSSB-IC

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Motorcycle Safety Training

1. References:

- a. DOD Instruction 6055.4, DOD Traffic Safety Program, 20 Jul 99.
- b. AR 385-55, Prevention of Motor Vehicle Accidents, 12 Mar 87.
- 2. Requirements contained in above references emphasize the need to prevent motorcycle accidents involving Army personnel. Commanders must take immediate action in response to an escalating loss of Soldiers' lives to motorcycle accidents. Nine Soldiers have lost their lives in motorcycle accidents during the first two months of FY05; 22 lives were lost in FY04.
- 3. References require that operators of privately owned motorcycles on Army installations successfully complete an approved rider or operator safety course. The training standard is the Motorcycle Safety Foundation (MSF) or MSF-based, State-approved curriculum taught by certified or licensed instructors. Hands-on training and a performance-based and knowledge-based evaluation are required. Commanders will ensure that all personnel within their activity who operate a motorcycle on APG have attended the training at APG or comparable motorcycle safety training elsewhere.
- 4. This training is provided at APG on a monthly basis (except during the winter season). Classes start in Mar and end in Nov. The Installation Safety Division (ISD) will schedule the particular times and dates of the training. Classes are provided at no cost to military, DOD civilians, dependents, retirees, and contractors. Military and DOD civilians will not be charged leave to attend the training. This training is for licensed motorcycle riders who already possess a current state motorcycle driver's license. Personnel with a learner's permit will not be allowed to ride on APG. A learner's permit is not a license, and APG does not provide a "learn to ride" program.
- 5. Successful completion of motorcycle safety training is mandatory for all Soldiers operating motorcycles on or off-post, on or off-duty, regardless of whether the motorcycle is registered on-post. All motorcycle operators must be in possession of a MSF card when entering the Installation and be prepared to present it to security personnel. The only exception to this is to attend the MSF training on the day of training, when a letter of attendance will be issued to the operator.

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- 6. Motorcycle riders are required to wear personal protective equipment (PPE) prescribed by the above references, e.g., Department of Transportation certified helmet, impact or shatter resistant goggles, glasses or full face shield properly attached to the helmet, sturdy over-the-ankle footwear, long sleeved shirt or jacket, long trousers. full-fingered gloves or mittens designed for use on motorcycles, brightly colored outer upper garment during the day and a retro-reflective upper garment during the night. Outer garments are to be clearly visible and not covered by backpacks or other obstructions. Soldiers who wear a reflective belt should wear it diagonally across the torso to ensure maximum visibility, or wear reflective armbands. Soldiers are often observed wearing the required PPE while riding on-post and then removing it after they drive off-post. Regulatory requirements apply to all active duty Soldiers operating motorcycles on or off-post, on or off-duty, regardless of permanent or transitory status. and regardless of local and State laws. They also apply to all Army National Guard and Reserve component Soldiers when in a duty status. Commanders must ensure this is clearly understood. Commanders should ensure PPE requirements are enforced at unit levels. Operators must ensure that their passengers also comply with PPE and visible garment requirements.
- 7. It is imperative that commanders thoroughly understand and continue to stringently enforce the long-standing motorcycle safety requirements. Commanders have a number of viable options at their disposal to correct undesirable behaviors when encountering poor or high-risk drivers within their unit. These corrective measures include adverse administrative actions, such as chapter discharge actions, line of duty determinations, Article 15s, and court-martials. Commanders need not wait for one of these Soldiers to kill themselves or someone else before taking action. Consider establishing a unit policy to make these safety requirements directive in nature. When faced with a credible report of inappropriate driving, commanders must act immediately to hold Soldiers accountable for standards. Ignoring undesirable behavior condones it and establishes new, lower standards for the unit.
- 8. My POC for this action is Mr. Randy Rexrode, ISD, 4-1098/5-2232.

Brigadier General, USA

Commanding

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